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日八初月四年四十三緒光

HONGKONG, THURSDAY, MAY 7th. 1908.

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3.00 p.m. to 4.00 p.m. ... Every 10 minutes.
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Hongkong, 30th April, 1908.

well mounted on strong bogie frames. It was thought wise at first, in order to prevent future trouble, to increase the height and width of the loading gauges, so that the errors which have already cost the British railways many millions sterling should not be repeated in China, and the result is that the Shanghai-Nanking railway starts as one of the best equipped lines in the world. The capital, it may be remembered, has been found by an English syndicate and in view of the prospects of the line in the present, and its capacity for future extension, there is no doubt that it has done the best, not only for its contributors, but for China, in thus equipping the line at the start. Unfortunately the view taken by the reactionary party, who, next to having no railway at all, would much prefer that it should be inefficient in every way, conflicts with that of the projectors on all these points; and as one of its leaders, the incapable and irreconcilable SHANG KUNPAO, is at the moment in high favour at Peking, it may readily be conceived that no stone is left unturned to hamper the new enterprise. We lately referred to the suicidal step sanctioned by Peking of inflicting on the line the curse of likin; the effects of this insane policy are already being heavily felt. Notwithstanding the competition of the waterways alongside, the superior facilities offered by the railway were already beginning to attract goods traffic to the line, and consequent on this the passenger record was rapidly growing. Already the goods traffic is a thing of the past, no one daring in the face of the uncertain and unascertainable tariff, as well as of the unfriendliness of many of the local officials, to venture on sending their goods; while it is evident that pressure of some sort is being made use of to hinder the passenger traffic. It is at least noteworthy that the trains of passenger boats between Shanghai and the other towns served by the railway, so far from falling off as was naturally expected after the opening of the line, are actually within the last few months increasing both in number and size, while the railway receipts from passenger traffic are, to all appearance, falling off. As the railway administration under the influence of old Chinese official practices, refuses to publish the tables of receipts universal elsewhere throughout the world, it is, of course, impossible to speak from certain knowledge of these things, but there is little doubt that coincident with the enforcement of likin, and the presence of likin officials about the stations on the line, the traffic has been paralysed. It had been in contemplation to form an extensive jetty at Chinkiang, and to establish a line of steamers across the River to the mouth of the Imperial Canal, only a few miles off. Under the new influence all these projects have been countermanded. The opening of such facilities would undoubtedly attract for the line the greater part of the enormous traffic now passing down the Canal from Taiang Kiang Pu, but in view of the obstructions actually placed in the way of traffic, as a fact, there is practically no goods traffic whatever from Chinkiang, notwithstanding its commanding position opposite the Imperial Grain Canal.

Seen even from a Chinese point of view the folly of the present system is self-evident. The Central Government has agreed to pay annually interest on the capital advanced by the syndicate for the construction of the line, and naturally under the circumstances has every interest in advancing the prosperity of the line. This view of the case is as plain to a Chinese officer as to the European financier, and it is absurd to attribute its action in any way to ignorance. It is certain, seeing the unprofitable nature of the line as at present worked, that the Syndicate will not be disposed to abate in any manner its annual claims, so that in all probability Peking will have to find the difference due to its folly. Of course following the usual Chinese practice, no accounts are published of traffic receipts, nor is there any means of arriving at statistics. The Syndicate of course keeps the construction accounts, and have regularly rendered them; but there does not seem to exist any system of checking on behalf of the syndicate the accounts of the revenue collected. That is accounted for only to the Chinese directorate, and is not subject to control by the English syndicate. Under the circumstances advantage has been taken by the reactionaries, conspicuous amongst whom is SHANG KUNPAO, to misrepresent the affair at Peking. We have stated the reason why the line has been at an expensive one, and SHANG has lost no opportunity of enlarging on this, and pretending that it is to this that the failure of the line to pay interest is due. As they have no means of officially arriving at the real position of the receipts, the Syndicate is at a manifest

disadvantage. Meanwhile the line has already commenced to deteriorate, the rolling stock is not kept up to the same standard as formerly; the third class carriages are rapidly arriving at the normal state of all conveyances in China, the corridors of the carriages are getting out-at-elbows; the platforms are, with the partial exception of Soochow, all exposed to the weather, and the works commenced for these improvements have practically been stopped. Chinkiang, the most promising station on the line, is open but is a long way from the city, and no attempts to make roads are being made, and the intended jetty a matter of necessity for the development of the line is postponed indefinitely. Worse than all this the Chinese system of doing everything by deputy has already taken root. The appointees to the various posts prefer to take their salaries without doing the work, and sublet their tasks to substitutes at lower wages, so that insubordination and rudeness is gradually taking the place of the management commenced by the Syndicate. No one, in fact knows to whom he is responsible, and the directors find their employees have so many intermediate masters that supervision is becoming impossible. This is already the condition, a few months after the final opening to Nanking; we may easily foresee what, under the rule of the reactionaries, the main line of China is likely to become when the system has got into full swing.

A curious instance of the sort of railway beloved of the Chinese Government is competing with the British syndicate for the construction of the proposed line to Ningpo. At the beginning of last year it may be remembered the Shanghai Taotai cut in regular form the first sod of a purely Chinese railway from Shanghai to Kiating, an important city in the Chekiang province, and which was to be a lesson to the foreigner as to what Young China could do. A few weeks ago its opening to Sungkiang, about twenty miles from Shanghai was announced. Before the first week was over it was already the scene of an accident, only prevented from being serious by the fact that there were no passengers. The line is unballasted for the most part, that being of course a useless expense; the train when it goes at all dare not proceed at a rate of over ten miles an hour, that being the official limit; it possesses a single engine, an old fashioned American one, and four cattle trucks and a goods waggon by way of passenger vehicles. Such are railways as have been made in modern China under the management of SHANG KUNPAO and his reactionary friends; and this is the system that has found western financiers willing to advance their money on without guarantee of any sort that the work is to be properly constructed, or that the railway be not permitted to at once fall into ruin; in addition to traffic being made impossible by the levy of likin and other taxes on merchandise in transit, fixed according to the caprice of local officials who have paid in advance for their posts on the understanding that they shall be permitted to charge at discretion. We do not deny that the country at large is ready for reform, but unfortunately it is the reactionaries who who at present rule the land, and till China awakes, or is awakened to the necessity of moving, there seems little hope for her return to wiser counsels. Railways are but an example, if such were needed, of the present misrule which is ravaging the vitals of the land.

The Japan Spinners' Association issued a statement which was in substance as follows:—The reports in some papers that the prize ticket scheme has been abandoned are entirely unfounded. The Association has no idea of giving up the system and it has not received any warning from the Government. The first allotment of prizes will be commenced at the end of April, when the first issue of tickets will close. The second issue will begin in May on the same lines.

A Chinaman entered a pawnbroker's establishment at Shanghai on Tuesday and presented what he described as a gold bangle. The pawnbroker accepted his statement and gave him \$35 on the bangle which he subsequently discovered had only a veneer of gold and was filled with lead. The police were informed of the fraud and they found the man in the street. Brought before Mr. Kemp at the Magistracy yesterday he was sentenced to two months imprisonment for false pretences.

According to the "Sinwapeo" a patrol of the Imperial Guards, whilst making their rounds in the vicinity of Eho Park Palace the other day, arrested two soldiers, belonging to the Foreign Legion guards in Peking who had been caught maltreating a young girl, the daughter of a farmer named Fui, who lives at the foot of Wanshou hill, just outside Eho Park. It appears that the victim resisted the attack, whereupon the soldiers stabbed her in the side and, upon the alarm being raised and a gendarme appearing, he was wounded by the foreign soldiers. Fortunately a patrol of Imperial Guards came up and arrested the men whom they handed over to an officer at the Ministry of War.

The Nagasaki and Yokohama (Japanese) Chambers of Commerce have been considering measures to be taken which regard to the boyo oil movement in China. As the agitation still shows a tendency to spread, the Chambers of Commerce in Tokyo, Osaka, Yokohama, Kobe, Kyoto, and Nagasaki are reported to have now agreed to hold a conference shortly to consider the course to be taken.

A Franco-Chinese University is to be erected within a few weeks at Hanoi. The French Government hopes by the aid of this institution to raise the standard of education in China, or at least in the south of China, since it will incur far less expense to study at Hanoi than to visit any of the Japanese universities, not to mention those of Europe or America. The Indo-Chinese authorities have asked the Governor-General of Canton to inform all the schools in the Kwang province of the establishment of the University at Hanoi.

Two European firms of jewellers have been victimised by a Chinaman whose dodge was, to say the least, very ingenious. He visited Messrs. Falconer's on Saturday and apparently noted the location of some diamond rings. He returned to the shop on Monday and asked to examine the rings. He inspected them but did not purchase. After he had left the shop it was discovered that imitation diamond rings had taken the place of the genuine ones. The police were at once apprised of the occurrence and the assistant accompanied a detective to the wharf of the Canton steamers. By a stroke of luck they discovered the man coming on board wearing one of the rings, and he was promptly arrested and taken to the Police Station where it was discovered that he had committed a similar fraud on Sunset Freres. He will be brought before the Magistrate to-day.

A couple of weeks ago, the *Taiung Pao*, of Peking, published a telegram from its Shanghai Correspondent to the effect that the Chinese merchants there were holding meetings secretly. The object was to retaliate upon foreigners for the abuse of Chinese bank-notes in payment of Municipal taxes etc. within the limit of the International settlement; now it is reported in the local native journals that the Tauchihpu (Ministry of Finance) has telegraphed to the Viceroy and Governors of the various Provinces stating that the cause which led to unusual tightness of the money market in every part of China is attributable partly to the use of bank notes in the interior of the Provinces; and as the circulation of foreign notes constitutes the financial position of China, some means must be provided to check it. Thus the Viceroy and Governors have been advised to deprecate the use of foreign bank-notes outside the limits of the foreign Concessions at the various Treaty Ports.

Some serio-comic exploits of bandits and hold-up men in America have been amusing all but the actual sufferers. An Oklahoma bank was recently held up by three clever highwaymen, who looted it thoroughly. Naturally a posse went out in pursuit, they located the robbers' tracks without much difficulty and, taking it for granted that they were far ahead, rode without any precautions towards concealment. Their consternation was great when suddenly rounding a steep embankment they came upon the highwaymen each with a rifle in position. Two of the police were behind their companions and so great was their shock that they immediately put spurs to their horses and galloped off. Their three companions were too near to danger to venture such a move and obediently flung up their hands. While two of the bandits stood on guard the third disarmed those who had come in pursuit. The end of the little drama was that three crestfallen men returned to city minus weapons and horses—the robbers had required extra steeds.

An American captain named Knight came before Mr. Wood at the Magistracy yesterday to answer three charges. He was accused of assaulting three bar boys in the Hongkong Hotel, damaging property to the extent of \$2 and disorderly conduct. It was said that defendant was leaving the Hotel bar with three friends on Tuesday night and jostled the coolie at the door who ran back to the bar, followed by the defendant who struck one of the boys who interfered and afterwards hit the cooler at his desk. He picked up a soda water bottle to strike a boy but was restrained by his friends and he then picked up a spittoon and smashed it on a table. Inspector Warnock said the defendant was brought to the station on the charges mentioned and he became indignant because his charge against a boy whom he could not identify was not taken first. He persisted in saying that one of the boys had bitten his thumb. He was liberated on bail of \$50. Defendant stated that one of the boys pushed him as he was leaving the bar, and when he protested the No. 1 boy struck across the bar at him. He picked up a soda water bottle but his friends took the bottle out of his hands. As his hand rested on the bar the boy bit his thumb. He recognised the boy who struck him by the mark of the blow on his face which he gave him in return. Defendant was fined \$10 on the first charge, ordered to pay \$2 compensation and cautioned on the third.

LEGISLATIVE COUNCIL

Sir Henry Berkeley has, we understand, been appointed to fill one of the vacancies on the Legislative Council.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

JAPAN AND AMERICA.

Tokyo, 6th May.

Japan has concluded an arbitration treaty with the United States.

SHANGHAI SPRING MEETING.

SHANGHAI, May 6th.

The third day's racing was very successful. The Championship race proved most exciting. Moriaki won by two lengths from Brockton and put up the excellent time of 2m. 34, breaking the record. Manchu King was a length behind Brockton.

The GREAT NORTHERN PLATE, seven furlongs:—
Messrs. Hunter and Robson's Ravenshoe 152 lbs (Mr. Burkill) 1
Mr. Toog's Stirrup Cup 161 lbs (Mr. Hayes) 2
Messrs. Cuyje and Bueasso's Gamble Chick 152 lbs (Mr. Moller) 3
Time, 1m. 47-3/5.
The RUBOON PLATE, one mile and a quarter:—
Mr. Jeddor's Sokel 155 lbs (Mr. Moller) 1
Mr. Toog's Sutor 158 lbs (Mr. Hayes) 2
Mr. R. MacGregor's Best Friend 155 lbs (Mr. Johnston) 3
Time, 2m. 33-3/5 secs.

The SHANTUNG STAKES, one mile:—
Messrs. Nephew and Robson's Guster 152 lbs (Mr. Burkill) 1
Mr. Jeddor's Kirghiz 155 lbs (Mr. Moller) 2
The Four Star's Cloud 155 lbs (Mr. Springfield) 3
Time, 2m. 54-3/5 secs.

The PARK-MUTUEL, one mile and a half:—
Messrs. Hunter and Robson's Superb 151 lbs (Mr. Moller) 1
Mr. Marshall's Cedar Tree 151 lbs (Mr. V. de) 2
Mr. Marins's Argente 155 lbs (Mr. Mayrinsk) 3
Time, 3m. 12-1/5.

The RACING STAKES, one mile:—
Mr. John Peel's Kirkwood 157 lbs (Mr. Johnston) 1
Mr. Hales's Lanagan, 153 lbs (Mr. Moller) 2
Mr. Toog's Pearl, 151 lbs (Mr. Hayes) 3
Time, 2m. 43-3/5.

The YANGTZE CUP, one mile and three quarters:—
Mr. Ballans's Sigittarius 158 lbs (Mr. Soluory) 1
Mr. King's Amas, 155 lbs (Mr. Alderton) 2
Mr. Peck's Marbles, 161 lbs (Mr. Alderton) 3
Time, 3m. 44.

The MANCHU STAKES, one mile and a quarter:—
Mr. Toog's Spruce 158 lbs (Mr. Hayes) 1
Mr. A. Michie's Maremma 158 lbs (Mr. Alderton) 2
Mr. R. MacGregor's Frosty Morn 155 lbs (Mr. Reid) 3
Time, 2m. 35-3/5. This constitutes a record, the fastest time recorded before being 2m. 35-3/5.

The CONSOLATION CUP, one mile and a quarter:—
Mr. Marshall's Mirth Tree 155 lbs (Mr. Vide) 1
Mr. Toog's Stirrup Cup 161 lbs (Mr. Hayes) 2
Messrs. Cuyje and Bueasso's Gamble Chick 152 lbs (Mr. Moller) 3
Time, 2m. 33.

The CHAMPION SWEEPSTAKES, one mile and a quarter:—
Mr. Barclay's Moriaki 155 lbs (Mr. Vide) 1
Mr. Barclay's Brockton 155 lbs (Mr. Reid) 2
Mr. John Peel's Manchu King 181 lbs (Mr. Johnston) 3
Time, 2m. 34 sec. This is 1-3/5 secs. less than the previous record.

The M. DISPENSARY CUP, seven furlongs:—
Mr. John Peel's Kirkwood 152 lbs (Mr. Johnston) 1
Messrs. Bingham and Anderson's Khaki 158 lbs (Mr. Gresson) 2
Oregon Sables Cantux 149 lbs (Mr. Vida) 3
Time, 1m. 50-2/5.

BOMB OUTRAGE IN BENGAL.

LONDON, May 4th.

Two of the Muzaffarpore bomb throwers have been arrested, and one of them has since committed suicide.

The police in Calcutta have raided two places, and discovered large quantities of explosives and half filled bombs; thirty arrests have been made.

INDIAN FRONTIER TROUBLES.

LONDON, May 4th.

From 13,000 to 20,000 Afghans have crossed the border, the bulk of them taking the direction of Lundi Kotal, where they attacked a block house, and were repulsed. Upon the Indian frontier news, Consols have fallen to 87½, Indian 3½ per cent, loan 98½, and the Indian 3 per cent loan to 89½. The gravity of the latest developments is fully recognised.

THE ASSASSINATION OF SIR COLIN CAMPBELL SCOTT-MONCRIEFF.

LONDON, May 4th.

The local Sheikh murdered Sir Colin Campbell Scott-Moncrieff, and proclaiming himself a prophet, collected 150 ex-Dervishes, and attacked the force under Governor Dickenson which was on the way to restore order. The Sheikh was beaten off, and 35 Dervishes killed. Two Egyptian officers were killed, and Governor Dickenson and Major Logan wounded.

PROPOSED MONUMENT TO THE LATE SIR HENRY CAMPBELL-BANNERMAN.

LONDON, May 4th.

Mr. Asquith will move on the 18th inst. that a monument to the late Sir Henry Campbell-Bannerman be erected in Westminster Abbey.

CORRESPONDENCE.

NEW PUBLIC HEALTH AND BUILDINGS BILL.

[TO THE EDITOR OF THE "DAILY PRESS".]

Hongkong, 6th May 1908.

Sir,—The suggestion made by Hon. Mr. Pollock, K.C., during the debate on the second reading of the Bill now before the Legislative Council that a proviso be added enabling parties dissatisfied with the rulings of the Building Authority or Sanitary Board to have recourse by a simple mode of procedure to the Supreme Court is one of so just a nature and would I believe be so acceptable to the Community that the Government should not for a moment demur to its enactment.

Prior to the passing of the Public Health and Buildings Ordinance No. 1 of 1903 the right of appeal Hon. Mr. Pollock asks for actually existed as enacted by Ordinance No. 15 of 1899.

Section 87. "Whenever any person shall be dissatisfied with the exercise of the discretion of the Surveyor General in respect of any act, matter, or thing, which is by this Ordinance made subject to his discretion, the person so dissatisfied may in lieu of reverting to any legal remedy appeal to the Governor in Council who may make such order in respect thereof, as may be deemed expedient, and such order shall be final for all intents and purposes."

I therefore think if this Section were re-enacted it will do away with any suggestion that the aggrieved party was driven to any expense on account of appeal, because if he so approved he could appeal to the Governor in Council in lieu of going to the Law Courts.

Yours faithfully,

A. SHELTON HOOPER.

SHIPPING ON THE CHINA COAST.

The "Customs Gazette" for October to December 1907 gives the quarterly returns of trade at the various Chinese ports. We take the following figures of the number and tonnage of vessels entered and cleared at the Maritime Customs during the quarter.

During the last quarter of 1907 the number of vessels entered at the port of Tientsin were 235, of 272,323 tonnage as against 269 of 374,000 tonnage for the corresponding quarter of 1906. Of these 171 were under foreign flags and 64 Chinese flags. The number cleared in the same period was 238 of 274,356 tonnage, also a decrease when compared with the corresponding quarter of last year.

At Chefoo 761 vessels of 546,821 tonnage entered as compared with 856 of 634,270 tonnage. Of these 654 foreign flags and 107 Chinese flags. The number cleared was 751 vessels as against 846 in the corresponding quarter of 1906.

At Shanghai the number of vessels entered was 3,252 of which 1993 carried foreign flags and 3,252 the Chinese flag, the tonnage represented being 2204,603. This is a decrease when compared with the same quarter of 1906. The vessels cleared numbered 7227, a decrease of almost 1000.

At Foochow the vessels entered numbered 175 of 149,721 tonnage. Only 34 flew the Chinese flag. This is an increase over the corresponding quarter of 1906. Similar progress is pointed with regard to the number cleared.

At Amoy 1442 vessels of a total tonnage of 312,766 tonnage entered which was pretty evenly divided between Chinese and foreign bottoms. The total being a slight increase over the figures of the corresponding quarter of 1906. The same applies to the number of clearances, the total of 1443 showing an advance over the 1366 of the corresponding quarter of 1906.

At Swatow the number of vessels entered was 1482 of 370,545 tonnage, of which the bulk was Chinese, due to the large number of steam launches which inflated the return. The bulk of the tonnage was, with the foreign ships, the clearances numbered 1485, an increase over the figure of the corresponding quarter of 1906.

The number of vessels entered at Canton was 6461 of 703,248 tonnage. Of the ships 3720 flew foreign flags and 2734 were under the Chinese flag. This is a reduction of almost 800 on the figures of the corresponding quarter of 1906 and the clearances numbering 6517 show a similar reduction under comparison.

DEPARTURES.

Lady Lugard leaves for home to-day by the "Empress of Japan." Her Excellency's departure is necessitated by health reasons and we are sure we are voicing the sentiments of residents in the colony when we wish her a speedy recovery.

By the same steamer Mr. G. C. C. Master of the firm of Johnson, Stokes and Master, leaves for England. It is not expected that he will return to the Colony, and the best wishes of his many friends will go with him in his retirement. He was one of the oldest members of the profession in the Colony and he took a great interest in sport, having been for many years one of the best jockeys seen at the Happy Valley.

The Hon. Mr. Osborne also starts for home to-day via Siberia and the Hon. Mr. Pollock also leaves for a short time. Both gentlemen travel by the same steamer.

LIKIN ON RAILWAY LINES.

Mr. Na Chen, Deputy Vice-President of the Ministry of Posts and Communications, returned to Peking from Shanghai some days ago. He reported concerning the likin and cargo traffic of the Shanghai-Nanking Railway to H.E. Cheng Pi, who is preparing a memorial for the information of her Majesty the Empress Dowager. It is reported in reliable official circles that, in spite of the recent request and protest of Sir John Jordan, the likin along this line cannot be abolished, but that regulations similar to those in force on the Peking-Hankow trunk railway will be adopted. It is also said that the new rules for the reorganization of the administrative system of the Hanking line have been recognized by the representative of the British and Chinese corporations, with certain modifications. [See Leader.]

The Daily Press.

HONGKONG, MAY 7th, 1908

A visit to Chinkiang and Nanking by the newly opened railway cannot fail to indicate how powerful is the reactionary movement at present sweeping over the Empire, and how helpless in the struggle are momentarily the causes making for good. The railway itself, constructed to be the main highway of China, and to link up with the great north and south artery from Peking to the South, was in the beginning laid out on an ample scale; the line has been formed to take a double line of rails, the rails are of full weight, the bridges and abutments well designed and solidly built, and ample space provided for future developments. With a similar object in view the locomotives and rolling stock are of the best. The engines, with a view to economy in the long run, are heavy, and ample space has been given for access to the machinery; to suit the climate, the carriages have been given greater height than is the custom in Europe; while first and second classes are well upholstered, and

BANKS

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January 1907. 21

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MOJI, KOBE and YOKO.	CANDIA	About 7th	Freight only.
HAMA	Capt. O. Jones, R.N.E.	May	
SHANGHAI and HANKOW	CEYLON	About 9th	Freight and Passage.
	Capt. G.W. Babot	May	
SHANGHAI	DELHI	About 14th	Freight and Passage.
	Capt. J. P. Andrews, R.N.E.	May	
LONDON via USUAL PORTS	OCEANA	Noon, 16th	See Special of Call.
	Capt. W. Hayward, R.N.E.	May	Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN	About 20th	Freight and Passage.
	Capt. C.T. Donny, R.N.E.	May	

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, 7th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SOURABAYA and SAMARANG	"SHANTUNG"	On 7th May, 3 P.M.
SHANGHAI	"YUNNAN"	On 12th May, 4 P.M.
CELEBES and LIOLO	"KALANG"	On 8th May, Noon
AMOI and SHANGHAI	"KASHING"	On 9th May, 4 P.M.
NINGPO and SHANGHAI	"FOOCHOW"	On 9th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 11th May, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 12th May, 9 A.M.
MANILA	"TAMING"	On 12th May, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 14th May, 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 23rd May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th May, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wedday, 20th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ HEINRICH"	About Wed'day 20th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 5 P.M.

For further Particulars apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MOJI	"AMARA"	Friday, 8th May, 4 P.M.
MANILA	"LOONGSANG"	Friday, 8th May, 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 9th May, 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 9th May, 4 P.M.
TIENTSIN	"CHIPSING"	Monday, 11th May, Noon.
SINGAPORE, PENANG & CALUTTA	"KUMSANG"	Tuesday, 12th May, 3 P.M.
MANILA	"YUENSANG"	Friday, 15th May, 4 P.M.
SEHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Wed'day, 27th May, Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "POKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 8th May, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST, PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
FOOCHOW via SWATOW and AMOI	"SOSHU MARU"	THURSDAY, 7th May, at 9 A.M.
TAMUI via SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 10th May, at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOOCHOW	"SHOSHU MARU"	TUESDAY, 12th May, at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class cabins amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th May, 1908.

T. ARIMA, Manager.

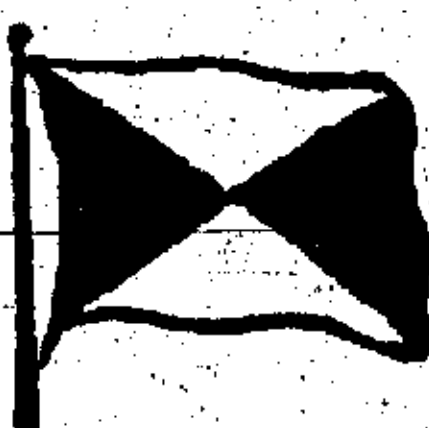
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CONNECTING WITH CANADIAN PACIFIC RAILWAY.
Freight to Overland and Europe via Vancouver.
Passengers to Vancouver 13 DAYS.
Yokohama to LONDON and PARIS 28 DAYS.

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PROPOSED SAILINGS:
+ AMIRAL MAGON 4th June = MALTE 12th Oct.
+ AMIRAL EXELMANS 25th July = CEYLAN 25th Nov.
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For Further Particulars, apply to—
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FRENCH MAIL OFFICE.
Hongkong, 1st May, 1908.



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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 9th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 16th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th May, 1908.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND
SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE ... On or about 31st May.

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SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 9th April, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via SUEZ and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA ... 10th May	FOR MARSEILLES, ROTTERDAM & HAMBURG: S.S. SUEVIA ... About 5th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May	FOR HAYE & HAMBURG: S.S. SILESIA ... 7th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May	FOR ANTWERP & HAMBURG: S.S. LIDIA ... About 10th May
	FOR HAYE & HAMBURG: S.S. SENEAMBIA ... 24th May
	FOR HAYE & HAMBURG: S.S. BELGICAVIA ... 24th May
	FOR HAYE & HAMBURG: S.S. SCANDIA ... 15th June

COAST SERVICE.

S.S. ITHAKA ... FOR CHINKIANG ... On 7th May, Noon.

For Further Particulars, apply to—
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11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000		THURSDAY, 7th May ... 25th May	
"GLENFAR" 8,700		WEDNESDAY, 20th May ... 18th June	
"EMPERESS OF CHINA" 6,000		THURSDAY, 4th June ... 22nd June	
"EMPERESS OF INDIA" 8,700		FRIDAY, 13th June ... 4th July	
"LENNOX" 8,700		THURSDAY, 18th June ... 17th July	
"EMPERESS OF JAPAN" 6,000		8 THURSDAY, 4th July ... 25th July	
"MONTEAGLE" 6,163		SATURDAY, 11th July ... 4th Aug.	

S.S. "LENNOX" and "GLENFAR" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
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First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

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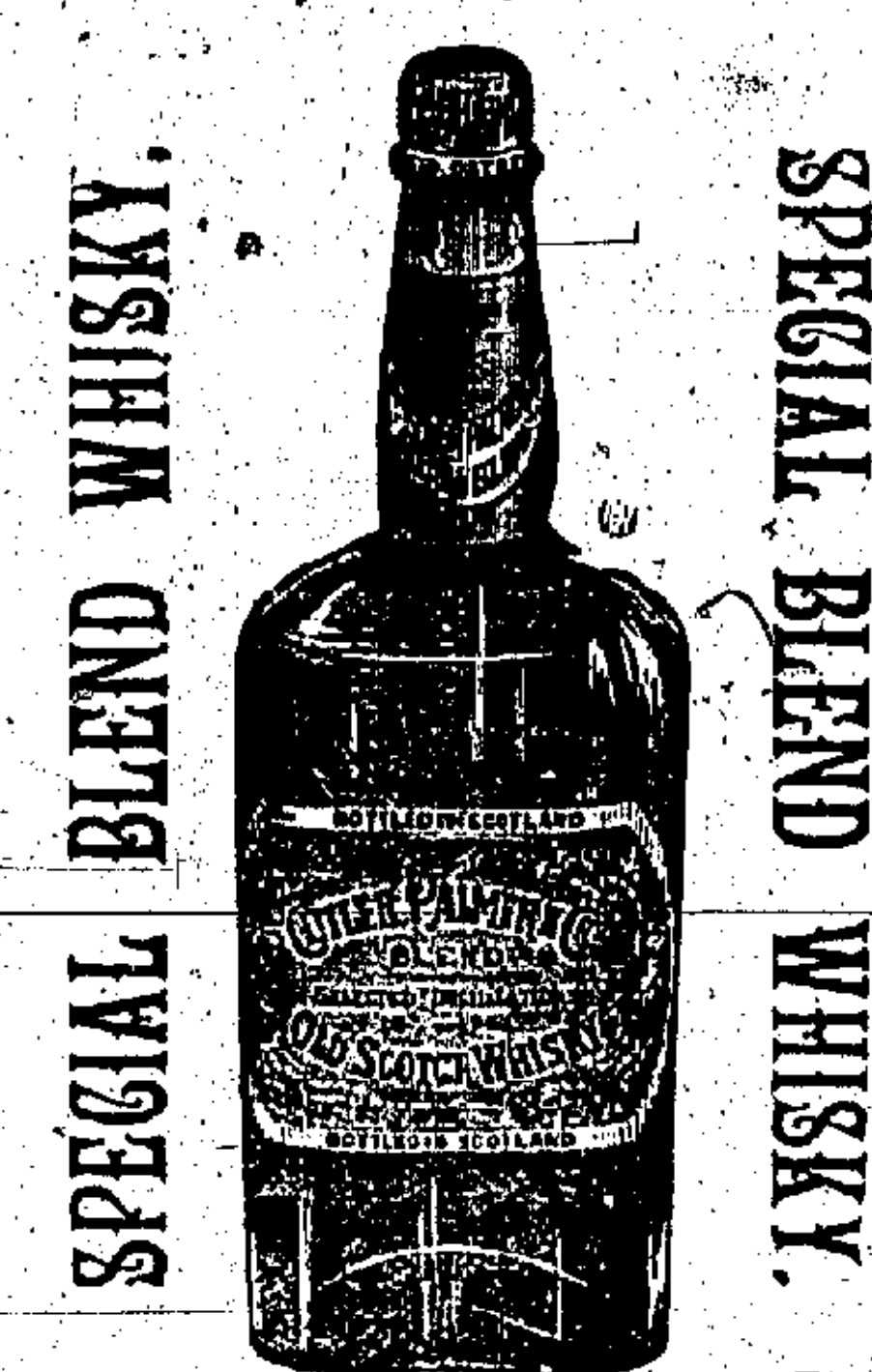
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SHIPPERS
Gutler, Palmer & Co., London
AGENTS
SIEMSEN & CO.,
HONGKONG.

SHIPPING IN PORT.

STEAMERS	REMARKS
AMARA, British str., 1,558, C. J. Matlock, 28th April—Swatow 15th April, General—Jardine, Matheson & Co.	
AMIGO, German str., 822, Frandsen, 5th May—Hupphong May 2nd, and Heilow 4th, General—Jardine, Matheson & Co.	
AMIRAL D. BROWN, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	
ASIA, British str., 2,338, Harry Gaukroger, 5th May—San Francisco via Japan Ports and Shanghai 2nd May, Mails and General—O. & O. S. S. Co.	
CARAVANTES, French str., 1,971, Sedore, 29th April—Cardiff 17th March, Coal—Messageries Maritimes.	
CHILDAB, Norwegian str., 1,102, H. Nielsen, 1st May—Bangkok 24th April, General—Butterfield & Swire.	
CHOWA, German str., 1,055, G. Spiesen, 1st May—Bangkok 3rd April, Rice—Butterfield & Swire.	
CHOW, U. German str., 1,115, W. Moller, 5th May—Bangkok 24th April, via Swatow 4th May, Rice—Butterfield & Swire.	
DEY OF ARIE, British str., 2,271, Cummings, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.	
DEVAYONGS, German str., 1,157, Rehwalder, 29th April—Bangkok 20th April, and Swatow 28th, Rice and Timber—Butterfield & Swire.	
DURBAN, British str., 1,901, A. R. Lee, 25th April—Moji 23rd April, Coal—Shewan, Tomes & Co.	
EARL OF DOUGLAS, British str., 2,761, John Jameson, 2nd May—Port Kemble (N.S.W.) 11th April, Coal—Messageries Maritimes.	
EMPERESS OF CHINA, British str., 3,049, R. Archibald, R.N.E., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C. P. R. Co.	
EMPERESS OF JAPAN, British str., 3,003, H. Pybus, 6th April—Vancouver, 18th March, and Shanghai 4th April, Mails and General—Canadian Pacific Railway Co.	
FOOCHOW, British str., 1,227, J. Davies, 2nd May—Chinkiang 28th April, General—Butterfield & Swire.	
HAIPHONG, French str., 500, Pomrat, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	
ITHAKA, German str., 1,446, Egeles, 28th April—Vuhu April 21st, and Chinkiang 23rd, General and Rice—Hainburg-Amerika Linie.	
KALAM, British str., 1,152, Lewis, 30th April—Chetoo 25th April, General—Butterfield & Swire.	
KASHA, British str., 1,152, Pickard, 1st May—Daly April 24th, and Chetoo 25th, General—Butterfield & Swire.	
KIANGHONG, Chinese str., 1,222, H. Udden, 2nd May—Chinkiang 27th April, General—Chinese.	
KUMSANG, British str., 2,078, E. J. Buller, 4th May—Calcutta and Singapore 28th April, General—Jardine, Matheson & Co.	
LARSEN, British str., 1,349, Frampton, 30th April—Seigon 28th April, Rice and Dry Fish—Chinese.	
LOONGSANG, British str., 1,050, S. J. Payne, 4th May—Manila 1st May, General—Jardine, Matheson & Co.	
MARCELLUS, German str., 3,435, A. Lohrengel, 25th April—Moji 18th April, Coal—Ataka.	
MATHEIDA KOBEN, German str., 1,846, M. Dibern, 21st April—Hongay 18th April, Coal—Jardine.	
MAUSANG, British str., 1,644, B. Houghton, 29th April—Saadkan 23rd April, Timber and General—Jardine, Matheson & Co.	
MESROO, Chinese str., 1,339, J. MacArthur, 3rd May—Shanghai 30th April, General—Chinese.	
MYRTLEDENE, British str., 1,501, Mailand, 27th April—Hongay 24th April, Coal—Dudwell & Co.	
NIPPON MARU, Japanese str., 3,442, W. W. Greene, 2nd May—San Francisco 31st March, Mails and General—Toyo Kisen Kaisha.	
OCEANA, British str., 1,793, M. Le Brun, 3rd May—Yokohama and Moji 29th April, Coal for Canton—Mitsui Bussan Kaisha.	
ONSANG, British str., 1,787, R. Cox, 30th April—Calcutta via Suez and Singapore 23rd April, General—Jardine, Matheson & Co.	
PROGRESS, German str., 687, D. Struve, 29th April—Hongay 26th April, Coal—Siemssen & Co.	

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From 1874 to 1908.

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JOINT STOCK SHARES.

Hongkong, May 6th

COMPANY.	PAID UP.	QUOTATIONS.
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Albany	Pk. 200	Nominal.
Banks—		
Hongkong & S'hai...	\$125	\$102½, buyers
National B. of China	£3	Londn £74.
Pell's Asbestos E. A....	12s. 6d.	\$51, buyers
China-Borneo Co.....	\$12	\$7½, sellers
China Light & F. Co....	{ \$10	\$11, sellers
China Provident.....	{ \$1	\$6, buyers
Cotton Mills—	\$10	\$8.90, buyers
Ewo.....	Tls. 50	Tls. 58.
Hongkong.....	\$10	\$10½, buyers
International.....	Tls. 75	Tls. 65.
Latou Kung Mow.....	Tls. 100	Tls. 75.
Soycehe.....	Tls. 500	Tls. 200.
Dairy Farm.....	\$6	\$19½.
Doeks and Wharves—		
H. & K. Wharf & G....	\$50	\$103½, sellers
H. & W. Dock.....	\$50	\$102, buyers
Maymy Dock.....	\$14	\$9½, buyers
Shanghai Dock.....	Tls. 100	Tls. 52, buyers
S'hai & H. Wharf....	Tls. 100	Tls. 22½.
Fenwick & Co, Geo....	\$25	\$13, sellers
Green Island Cement...	\$10	\$10½, sellers

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VESSELS EXPECTED.

Cleveland, cruiser, 3200 tons, Command
J. T. Newton, Cavite
Colorado, armored cruiser, 13,680 tons, Capta
S. H. Stannton, Cruising
Concord, gunboat, 1710 tons, Commander
H. Sears, Shanghai
Dale, destroyer, 420 tons, Ens. G. V. Stewar
Cavite
Decatur, destroyer, 420 tons, Ens. C. V
Nimitz, Cavite

Caperton, Shanghai	3,200 tons, Commander W. J. ...
Galveston, cruiser, 3,200 tons, Commander ...	
B. W. Hodges, Cavite	
Helena, gunboat, 1,392 tons, Commander R. ...	
Hughes, Shanghai	
Maryland, armoured cruiser, 13,680 tons, Cap ...	

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ann
st,

Monadnock, monitor, 4000 tons, Lt. Comman-
der Miller, Olongapo
Monterey, monitor, 4000 tons, Lt. D. W. Todd,
Olongapo

Capt. A. Ward, Cruising
Quiros, gunboat, 350 tons, Lt. H. P. Perrill
Yangtze
Rainbow, (Rear-Admiral Hemphill's flag ship)
Comdr. E. E. Wright, Shanghai
Villalobos, gunboat, 370 tons, Lt. A. Anderson

West Virginia, armoured cruiser, 13,680 ton
Capt. J. B. Milton, Cruising
Wilmington, gunboat, Commanding W. F.
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STEAMERS PASSED THE CANAL.
 April 11th.—*Stenor*, Pelous. 15th—*Heinann*, Braemar. *Bulow*, Ceylon. *Maria*, Cardiganshire. *Nijnt*, Novgorod. 22nd—*Andalusia*, Benlmond. *Deucalion*, Moria. *Valerie*, Atholl. *Valerno*, Indiana. *Kaserna*, Ormsdale. 25th—*Brazilia*, Auchen. *Orag*, Maria. *Vannur*, Holstenland. *Moyune*, Pskov. *Wapak*, Maru. 29th—*Bengelo*, Longeur. *Opakac*, Prinz Heinrich. *Surugaga*, May 2nd—*Prussias*, ditto. *Henkin*, Ava. *Maria*, Carnarvonshire. *Sado*, Maru. *Meteor*, 6th—*Nyppo*, Bellerophon. *Borneo*, Palma. *Kestrom*, Valentia.

ARRIVAL AT HOME.
 May 5th.—*Shimos*,

OPIUM.					May 6th.	
Quotations are:—						
Malwa New	...	...	...	\$880	per picul.	
Malwa Old	...	...	...	\$1000		37
Malwa Older	...	...	...	\$1020		38
Malwa V. Old	...	...	...	\$1060		39
Persian fine quality	...	...	...	\$800		35
Persian extra fine	...	...	...	\$880		36
Fatna New	...	...	...	\$1195	per cheet.	
Fatna Old	...	...	...	—		37
Benares New	...	...	...	\$1145		38
Benares Old	...	...	...	—		39